GEOGRAPHIC NEWS BULLETINS

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THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

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A NEW ROAD TO MOUNT VERNON, THE NATION'S SHRINE

A superhighway now links the home of George Washington with the city of Washington. Like the White House, Mount Vernon's "back door" is its principal entrance. The photograph shows the visitors' approach. Through the colonnade at the right one may glimpse the waters of the Potomac, whose western shore is followed by the new road (See Bulletin No. 3). The November, 1931, issue of *The National Geographic Magazine* contains an article "Washington Through the Years," by Dr. Gilbert Grosvenor, president of the National Geographic Society, which describes and illustrates the extensive building projects now in progress in the National Capital.

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office in Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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Bertram Thomas: Lone Eagle of the "Singing Sands"

BERTRAM THOMAS, the "Lindbergh of the Arabian Desert," hero of the outstanding single-handed geographic exploration feat of 1931, has come to the United States to address members of the National Geographic Society in Washington, D. C.

Mr. Thomas grew a beard, donned Arab clothes, and passed from tribe to tribe by a dwindling camel caravan, to cross one of the major unexplored areas of the earth, when he made his way from Dhufar, in southern Arabia, to the Katar Peninsula, across the arid, trackless Roba-el-Khali Desert.

Where Solomon Got His Gold

In this desolate region, vast as the combined areas of France and Germany, Mr. Thomas found a great salt lake, located numerous water holes, studied fierce desert tribesmen, heard the "singing sands" which Marco Polo noted in the Gobi, and came upon traces of ancient caravan trails that predated the era when Solomon derived gold and frankincense from Biblical Ophir.

While the Americas were being discovered and explored, while the Poles were being attained and the Polar regions explored, almost a third of the great Arabian Peninsula, lying virtually in the heart of oldest known civilizations, has remained unseen by white man.

About 300,000 square miles of territory were absolutely blank on all maps. Yet the borderlands and surrounding seas of this giant ellipse hum with modern activity. Steamers ply the Red Sea, the Indian Ocean and the Persian Gulf; airplanes from Egypt to India fly just north of Arabia; mighty pilgrim caravans and railroad trains come down to Moslem Holy Cities of Hejaz; and desert armies have warred for Arabian control to the north.

The area which Mr. Thomas explored is flanked by the greatest Arabian State, the Kingdom of Hejaz and Nejd; Yemen, Hadramut, crescent-shaped Oman, and offshore, to the northeast, near where Mr. Thomas emerged, lie the Bahrein Islands, famous pearl fishing center.

Lived for Days on Camel Milk

Living as the tribesmen lived, but making no effort to conceal his race or religion, Mr. Thomas disappeared from any outer world contact in December, 1930, with a caravan of camels and thirty nomads he had never seen before. He observed the fierce, warring tribesmen across the coastal mountains of Dhufar, made cranial measurements with his calipers, mapped, collected fossil and living specimens of the sparse desert life and vegetation. Pack animals were loaded with dates, flour, butter and rice. But farther along the explorer lived for days on camel's milk alone.

The camel is not only the desert carrier in Arabia, he explained, but camel milk is food and drink for the nomad. "The human becomes the parasite of the camel; the camel also is his filter, since often the scant water is too saline to drink." Areas were found below sea level; it was in one of these that the new salt lake was added to the map.

No tents were carried. A flight across the desert requires light loads, just as did Admiral Byrd's flight to the South Pole—light loads for the race to the next water hole. Often the explorer, after braving the scorching desert sun by day,

© *Official Photograph, U. S. Army Air Corps*

WHEN "OLD MAN RIVER" GOES ON THE RAMPAGE ENTIRE TOWNS MUST CAMP ON THE LEVEES

This photograph, taken during the great 1927 Mississippi flood, shows Arkansas City, Arkansas, with the tent houses of refugees strung out on the levee, the normal bank of the river. After the population had been rescued the next step was to protect them from disease. To human victims of the 1927 flood more than 50,000,000 grains of quinine were given, and more than half a million people were inoculated (See Bulletin No. 2).

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Cinchona, a Tree That Has Altered Maps

SOVIET RUSSIA is making plans to obtain quinine, one of the most essential of all drugs, within its own boundaries. An experimental planting of cinchona trees (source of quinine) has been made in the district of Gagry, in the North Caucasus. It is expected that the subtropical climate of the Black Sea region may permit cinchona bark yields after the third year of planting.

Cinchona, whose 300 years of service to civilized man was celebrated last year, has probably done more than any other tree to change the map of the world. The bark of this once unknown tree, that grew wild in the deep forests of South America, has made habitable to white men thousands of tropical areas formerly death traps.

Chief Foe of Malaria

The powerful enemy that cinchona fights so successfully is malaria. Before the discovery of cinchona and its action, little could be done to combat "ague," "marsh fever," and "jungle fever," as malaria was called. It attacked tens of millions of persons in the Tropics and the warmer and moist regions of the Temperate Zones, and caused millions of deaths. It is believed by some historians that malaria, nurtured in the marshes of the Campagna, had an important part in bringing about the fall of Rome.

In Greece, too, this energy-sapping disease is supposed to have played an insidious rôle; and there are some who explain the passing of the mysterious Maya civilization of Central America as a surrender to the joint attacks of malaria and yellow fever.

It was when white men began to live in the tropical countries that they came to realize that malaria (or the various aliases under which it passed) was an exceedingly dangerous enemy. Many of the early colonists in Mexico, Central and South America, India and the East Indies died of the disease. And then the Tropics, at least partially, squared their debt by furnishing the one drug so far discovered that can successfully combat malaria.

Grows Wild in South America

The cinchona tree was first found growing wild in forests on the mountain slopes of Colombia, Ecuador, Peru, and Bolivia. Tradition has it that the value of the bark in treating malarial fever was first discovered when some fever-stricken Indians drank from a pool into which a cinchona tree had fallen, and were cured.

Medicine made from cinchona bark was first used in treating white sufferers from fever in northern Peru (now Ecuador) about 1630. After it saved the life of the Countess of Chinchon, wife of the viceroy of Peru, in 1638 its fame grew rapidly. It is to this happy cure that the tree owes its name, for in honor of the countess, Linnaeus named it Cinchona, inadvertently dropping the first "h."

The powdered bark was soon afterward introduced into Spain and other parts of Europe, where it was known as "Countess powder" and "Jesuits' powder." The latter name was attached to it because much of it was taken to the Old World and distributed by members of the religious order returning from America. In England it was advertised as "Feaver Bark." A marked demand developed and within a century or so the shipment of the bark from northwestern South America became an important industry. The demand for more and more bark resulted in

had to sleep under heavy blankets at night, in temperatures near the freezing point.

Grueling stages of the journey, requiring 9 to 10 days in the saddle, reduced camels to a pitiable condition, and tested the endurance of the explorer and his escort. He passed from tribe to tribe, each time negotiating for protection. Desert tribes shed blood without batting an eyelid, their religious fanaticism is extreme, they plunder and kill mercilessly during a raid, but, once their friendship was gained, Mr. Thomas found them fine comrades.

Belief that the great desert interior was unwatered and uninhabited Mr. Thomas pronounces unfounded. The water is there, though often brackish, and nomads, who only occasionally approach the fringes of civilizations, live there.

As an example of intense religious fanaticism in Arabia, Mr. Thomas explained the hatred between the fierce Wahabis, to the north, and the desert tribesmen. The Moslem code calls for washing the body before prayer. The desert dwellers resort to sand for this ablution, but the Puritan Wahabis to the north insist that such a practice is unorthodox. Hence a long standing desert "holy war."

Mr. Thomas was able to make his amazing camel journey because of his knowledge of native customs, language, and living habits, acquired over a period of thirteen years' residence in Arabia, and two previous expeditions made to the edges of the great waste.

Bulletin No. 1, January 11, 1932.

Note: Areas of Arabia near the Great Southern Desert are described in the following articles in the *National Geographic Magazine*: "A Visit to Three Arab Kingdoms," May, 1923; "The Rise of the New Arab Nation," November, 1919; and (for Northern Arabian deserts) "The Citroën-Haardt Trans-Asian Expedition Reaches Kashmir," October, 1931. See also "Arabia's Blank Spot Explored at Last," March 16, 1931, GEOGRAPHIC NEWS BULLETINS; and "Jidda, Gateway to Industrial Revolt in the Desert," January 26, 1931.

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UNSHIPPING A "SHIP OF THE DESERT" AT AN ARABIAN RED SEA PORT

The gawky camel is the most useful beast in the whole of Arabia, and even the prancing stallion has to make way for the long file of patient, plodding desert carriers, each chewing a reflective cud while accomplishing the work of the day. Bertram Thomas made use of the camel in his great crossing of the Roba-el-Khali.

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New Railroads, Highways, Bridges and Other Engineering Projects of 1931

IMPORTANT engineering projects of 1931 wrought many changes in the commercial geography of the world, according to a review of the outstanding construction accomplishments of the year, made by the National Geographic Society.

The year saw the greatest highway construction program in the history of the United States, because of a liberal expenditure policy by Federal, State and local governments. More than 11,000 miles of federal aid highways alone were under construction at a cost of over a third of a billion dollars.

Cuba Opened 700-Mile Highway

Cuba contributed the most spectacular single highway project of the year when in February she threw open for use the 700-mile paved motor road extending from end to end of the island.

At Washington, the United States Government brought to completion a model modern automobile road, built in preparation for the bi-centennial celebration of the birth of George Washington. It is the Mount Vernon Memorial Highway, extending from the National Capital to the home of the first President.

The Mount Vernon roadway is wide enough for four lanes of traffic, and is to have on each side wide parked strips of lawn, flower beds and shrubs. No road, however unimportant, is permitted to cross the highway "blind." The least important roads have staggered crossings. Others must cross between safety islands. The important cross roads are carried over the highway on ornamental viaducts. Where the highway enters the city of Alexandria a large circular park is interposed so that traffic speed must be automatically reduced.

Hudson River Bridge Completion Notable

The most notable engineering event of the year was the completion in October of the George Washington Memorial Bridge across the Hudson River between New Jersey and Manhattan Island. This bridge, with a span of 3,500 feet, is the longest suspension bridge in the world. Only a few weeks later, the near-by Kill Van Kull Bridge, between New Jersey and Staten Island, was completed, the longest steel arch bridge in the word. Its length, 1,652 feet, 1 inch, exceeds by 2 feet, 1 inch, the length of the arch in the Sydney Harbor Bridge, Australia, also virtually completed in 1931.

In Africa, a new combined highway and railway bridge was put into operation in Uganda, across the Nile near the river's point of issue from Lake Victoria, and the first railway train entered Kampala, one of the leading cities of Uganda.

Work Started on Hoover Dam

The outstanding canal completion of the year was that of the New Welland Canal in Canada between Port Colborne on Lake Erie and Port Weller on Lake Ontario. At one point the Welland River is siphoned under the canal. In November the Panama Canal was temporarily closed by the first major landslide of the year. The slide was quickly cleared away.

Work was begun on the huge Hoover Dam project on the Colorado River near Las Vegas, Nevada. Numerous dams were completed, including a waterworks dam near Calgary, Canada; the Bagnall Dam on the Osage River in Missouri; the Saluda Dam near Columbia, South Carolina, and the Tijunga Dam, near Los Angeles.

Important railway construction probably led all other engineering activities in wide distribution throughout the world. Of great significance was the building of a railway section in Belgian Congo which made it possible for the first time for passengers and freight to move by rail across Africa from Lobito on the Atlantic to Beira on the Indian Ocean. The line opened up rich copper mine areas in Katanga, Belgian Congo, and in Northern Rhodesia.

Bermuda Gets First Railway

One of the most unusual bits of railway building was in the Bermuda Islands, where a line 20 miles long was opened to traffic. It is the first railway to be built in this old British Colony. Legislation has heretofore prohibited railways in these islands.

the destruction of all cinchona trees in reasonable reach of civilized centers, and there seemed danger that the trees might be exterminated.

Java Now Center for Cinchona

But the world had become so dependent on the bitter drug from cinchona that botanists and merchants and statesmen combined to save the industry by transplanting it. Plants and seeds were collected about the middle of the nineteenth century (in many cases secretly) and transported to India, Ceylon, and Java. The industry failed in Ceylon, but Java is now the world's chief producer of cinchona with India second in importance. Relatively small quantities of the bark are now exported from South America.

By Nature's strange chemistry there is manufactured in the bark of certain species of the cinchona tree a substance—quinine—that is sure death to the tiny microscopic parasites that, living in the blood, cause malaria. The drug also has a preventive effect, so that it is indispensable to both sufferers from malaria and those who will be exposed to the disease. The Indian Government finds quinine so important that it maintains extensive groves of cinchona, fosters its growth by private horticulturists, and operates factories in which quinine is extracted from the bark. Finally the government uses its postal machinery to help distribute the medicine so that one may purchase it as easily as he can buy a stamp.

Bulletin No. 2, January 11, 1932.

Note: For supplementary reading see also: "Map-Changing Medicine," *National Geographic Magazine*, September, 1922; "Into Primeval Papua by Seaplane," September, 1929; "Great Mississippi Flood of 1927," September, 1927; "The Geography of Medicines," September, 1917, and other articles on tropical countries which may be found by consulting the Cumulative Index to *The Magazine* in your school or public library.

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THE DOCTOR MAKES HIS CALLS IN THIS GIG IN CEYLON

Always in his medical-case is a little bottle of the essential quinine, man's ally in the fight against malaria. In near-by India, plantations of cinchona trees (source of quinine), cover more than 3,500 acres, and from them 40,000 pounds of quinine are produced yearly. But India and Ceylon use several times this production, and, if all their millions of sufferers from malaria could be treated, thousands of additional pounds would be consumed.

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Aruba Island: Where Fresh Water Is a Luxury

ARUBA islanders are alarmed because too many of the island people are emigrating to other climes owing to the local business depression.

Less than ten years ago Aruba, which is almost mile for mile the size of the District of Columbia, was a quiet, arid spot in the southern Caribbean, with about 2,000 negro inhabitants who spent their time furnishing a large part of the world with a coarse variety of straw hats, aloes, which is found on drug store shelves, and divi divi, which is an important accessory in tanning factories.

Oil Boomed Island

While aloes and divi divi continue to top the small quantity of exportable agricultural products, the traveler in Aruba is, perhaps, more impressed by the newly-constructed oil storage tanks that have sprung up like mushrooms near its coast and by the fleets of tankers at its wharves.

When oil gushed from wells in the regions about Lake Maracaibo, Venezuela, oil men sought sites for refineries. Aruba, only a score of miles from the Venezuelan coast, was one of the chosen spots, and acres of tanks soon formed a part of the little Dutch island's panorama. Small tankers, loaded with crude oil, began to form a continuous parade to and from the Venezuelan fields; and large ocean-going vessels with refined oil products cleared for distant ports of the world at frequent intervals.

Last year more than two and one-half million barrels of gasoline, more than twenty-two million barrels of fuel oil, and nearly a million barrels of gas oil, kerosene and Diesel oil were exported from Aruba refineries.

Drinking Water from Baltimore!

Aruba's chief difficulty in commercial development has been its lack of water. Before the coming of the oil refineries, there was hardly enough water to quench the thirst of the population.

Two years ago, Baltimore was visited by a tanker which tapped the city water wains for 25,000 barrels of water for Arubans and the island's new industry. To-day water is eight cents a bucket in Aruba towns.

With the wet forests of Venezuela only slightly more than 20 miles away, the average layman might ask "Why is Aruba so dry?" There are no springs on the island. The inhabitants formerly depended upon their cisterns, in which the water from light rainfalls was collected, but this source was hardly sufficient.

One authority says that mountains are necessary to take water out of the trade winds and Aruba's highest "mountain" happens to top the Washington Monument by only 20 feet, being only 575 feet above sea level. Another observer suggests that the warmth of Aruba's soil heats the air above the island, thus preventing rainfall.

Many storms sweep the sea near the Dutch West Indies but, just when the natives' appetites for a good, long-sought, downpour have been whetted, a storm usually dies out.

Bulletin No. 4, January 11, 1932.

Note: Aruba Island is briefly descriped in "A Modern Saga of the Sea," *National Geographic Magazine*, December, 1931.

In the Malay Peninsula, a railway was opened along the east coast, establishing communication between Singapore and the border of Siam's long southern tail.

Of immediate economic interest was the opening for grain shipments for the first season of the railway from Canada's western wheat region to Churchill on Hudson Bay. Of geographic interest, with economic results to follow later, was the virtual completion of a railway through northern Ontario to the southern extremity of Hudson Bay at Moose Factory.

Rails were pushed ahead steadily, adding to the world's railway mileage in such widely scattered regions as Finland, Brazil, Turkey, the Philippines, Nova Scotia, Argentina, Algeria, Colombia, Manchuria, Japan and Ecuador.

In the United States an important link was built in southwestern Pennsylvania; a cut-off from the southwest corner of Kansas into New Mexico; in the Texas "Panhandle"; in northern California, and in a number of other western States. A short, but important, line was built in southern Nevada, connecting the site of the Hoover Dam with existing railways.

In The Netherlands, the first "polder" of the vast Zuyder Zee reclamation project was put into use. These 33,000 acres were reclaimed from the sea after remaining submerged since 1284.

Bulletin No. 3, January 11, 1932.

Note: See also "Smoke over Alabama," *National Geographic Magazine*, December, 1931; "Washington through the Years," November, 1931; "The Citroën-Haardt Trans-Asian Expedition Reaches Kashmir," October, 1931; "New Hampshire, the Granite State," September, 1931; "Under the French Tri-color in Indo-China," and "Madrid out of Doors," August, 1931; "Illinois, Crossroads of the Continent," and "Flying the Hump of the Andes," May, 1931; "Under the South African Union," April, 1931; and "Skypaths through Latin America," January, 1931.

© Photograph by Gervais Courtellemont

THE "STAR'S" DRESSING ROOM IN CAMBODIA

A course in the proper and most effective use of powder, cosmetics, and drapes is a part of the training given the famous Indo-China court dancers. In a state-maintained ballet school at Pnompenh, graceful girls learn to perform the delicate and intricate steps. Mr. Courtellemont has here caught one of these girls in an informal pose between numbers (See Bulletin No. 5).

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An Argonaut of the Lens

DARING days of the old explorers, aspects of the romance and glamor of the corsairs and conquistadores, are suggested by the modern feats of geographic photographers. Carrying their cameras to dizzy mountain peaks, limping across deadly deserts from water hole to water hole, venturing in airplanes over the Antarctic's icy wastes, even descending in diving helmets beneath the ocean surface, photographers record scenes, peoples, and life forms for scientific study and popular information.

Risked Life To Visit Mecca

The National Geographic Society has just received news of the death, in Coutevroult, France, of Gervais Courtellemont, whose personal courage, and amazing knowledge of strange peoples and remote places enabled him to record for civilized peoples scenes and settings which otherwise might have remained a sealed book to the Western World.

Courtellemont was a French explorer, writer and photographer, who might have lived at ease in his Paris studio, for he was a friend of Loti, of De Maupassant and of Daudet. Instead, he risked his life to visit Mecca, where he photographed Moslem pilgrim ceremonials while concealing his camera in a prayer rug; and later he adventured into bandit-ridden Yunnan, the wilder west of China than America ever knew, and into the forbidden Lhasa, holy of sequestered Tibetan holies.

Toast of the Boulevards

Scarcely known in America, except by his amazing photographs, many in natural color, Courtellemont was celebrated in France for his brave adventures, and was the toast of the Paris boulevards for his picturesque ranging over three continents.

He was born near Fontainebleau, but, at an early age, was taken by his mother to Algeria where, on a forlorn "bled," as the infertile farms of that region are known, a child of only ten, he helped clear fields of stones, drill wells, cut the grain, and went on hunts for gazelles and bustards.

The farm was a failure; with his mother he returned to Algiers. There by reading, by contact with the life of the narrow streets and the bazaars, and night study he educated himself. At fourteen years he took up telegraphy to make a livelihood, and adopted photography as a hobby. He became interested in the then little-known world of Islam.

Literary Lions Frequented Studio

He started his travels, in his teens, through Morocco, Egypt, and in Turkey, where he first met Pierre Loti; wandered to Spain to study Moorish art until, at twenty-five, he published a five-volume work on his travels illustrated by his own photography. He engaged in publishing, and in another work, that on Algiers, had the coöperation of Loti, Daudet, and other of the foremost writers of the time, who, along with Guy de Maupassant, frequented his studio.

All the while Courtellemont had one great ambition—to go to Mecca. For three years he laid his plans for that project. No government agency would approve, or even countenance, what was called a foolhardy undertaking.

Mingling in a crowd of pilgrims Courtellemont and a friend left Algiers for Mecca and got as far as Suez; when the whole group was turned back because of cholera.

Camera Concealed in Prayer Rug

A less determined man would have decided that Providence—or Allah—frowned on the Mecca enterprise. But next year found him on his way again. This time he arrived. He accomplished all the rites, he wore the "irham"—the linen without sewing—and beneath a prayer rug he concealed the camera with which he took pictures of the sanctuary and the ceremonials.

His publication of his visit to Mecca brought him fame; but it also excluded him from going there again. He left for India, then visited Japan and China; and following that made his perilous and profitable trip to Yunnan and to Tibet.

A NOTEWORTHY CONTRIBUTION TO TEACHING

Requests are constantly made for back copies of the NATIONAL GEOGRAPHIC MAGAZINE for use in schools. Many educators have urged that earlier copies of THE GEOGRAPHIC be made available for teaching and reference. Illustrations, articles and maps make each issue of THE GEOGRAPHIC of permanent value for classrooms and school libraries.

The Society again has collected, with the co-operation of its membership, a limited number of copies of special value to schools, which will be delivered to schools upon requisition of the superintendent or principal. It is desired that these sets be allotted to schools in rural areas or smaller towns, where library facilities are limited.

The recipient need pay only the cost of handling and carriage, which amounts to 50 cents for each packet of ten copies of THE GEOGRAPHIC.

Because these packages must be assembled from a wide assortment of earlier copies, many of the numbers available being limited, it will not be possible to specify which issues the packets contain. Each of the ten copies will be a different issue. Thus each packet is a panorama of world geography, including also Nature subjects, exploration narratives, and popular science—in other words a geography library of some 35 authoritative articles with more than 1,000 illustrations, many in color.

You will recognize the value of this gift, arranged as a phase of the educational work of The Society, when it is considered that all back copies available at The Society's headquarters for membership demands are priced at 50 cents each; 75 cents if earlier than 1912. Many out-of-print issues command much higher sums from rare-book dealers.

To minimize bookkeeping, remittance of 50 cents for each packet must accompany the order; and teachers must indicate plainly their school and teaching position because these copies *are made available only for schools.*

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When he returned to Paris he purchased a peasant home in the little village of Coutevroult, and transformed it into a sort of caravansary, with rooms dedicated to the countries where he had traveled. There was a Morocco room, a Burma room, a Syrian room, and a large studio with a terrace built after the manner of the deck of a ship, overlooking the valley of the Marne.

Then came the World War, and the peaceful valley surged with battle, and frightened, fleeing refugees. Courtellemont rallied his talents, gained as a colonist and caravan leader, organized a civic guard, requisitioned provisions, planned a night patrol, set up relief stations, and kept the peasants, even the women, at their needful tasks of tilling the fields. He set up a bakery; with his own hands he would shove the great loaves into the oven.

Meanwhile he was taking views of the devastated country, which he brought to America immediately after the World War. For the National Geographic Magazine he made photographic surveys, using the newly developed color photography, of his own France, of Spain, Portugal, Indo-China, Syria, Palestine, Egypt and Morocco.

Note: Students who wish to see examples of the natural color photography of M. Gervais Courtellemont, should consult the following in the bound volumes of the *National Geographic Magazine* in their school or public library: "Charm and Color of Norman Byways," January, 1932; "Color Contrasts in Northern Spain," January, 1931; "Beauty, History, and Romance Enrich the Chateau Country," October, 1930; "Battlefields of France Eleven Years After," November, 1929; "Blue Seas and Brilliant Costumes along the Brittany Coast," August, 1929; "Color Camera Records Scenes in Eastern Spain," "Glories Past and Present of Northern Spain," and "In Andalusia, Home of Song and Sunshine," March, 1929; "The Enigma of Cambodia," September, 1928; "Balearics: Spain's Enchanted Isles," August, 1928; "Algeria, on the Fringe of the Great Desert," February, 1928; "Rainbow Portraits of Portugal," November, 1927; "In Smiling Alsace, Where France Has Resumed Sway," August, 1927; "In the Birthplace of Christianity," December, 1926; "Along the Banks of the Colorful Nile," September, 1926; "Streets and Palaces of Colorful India," July, 1926; "Sun-Painted Scenes in the Near East," November, 1925; "Camera's Color Records of North Africa," March, 1925; "Versailles the Magnificent," January, 1925; "Flashes of Color throughout France," November, 1924; "Moorish Spain," August, 1924; and "Tunisia, Where Sand and Desert Meet," April, 1924.

© Photograph by Gervais Courtellemont

A RARE, LITTLE-VISITED CORNER OF PORTUGAL

Mr. Courtellemont's photographs were seldom "posed." He searched the far corners of the earth to record people at work and play. In this cabbage market in Leiria, we see the queer round hat of the women of central Portugal and the stocking cap of the men. In the latter Portuguese men often carry their money. Cabbage, dried codfish and potatoes are the favorite dishes of Portuguese peasants, and a great deal of time and care is consumed in examining and purchasing them on market days.